

Intimations.

ESSETS FLUID
AGAINST THE PLAGUE.

What Pure Carbolic Acid will do in three hours, Essets Fluid will do in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media, and is destroyed by Essets Fluid.

(WATKINS, CHOW-SUI).

These are important results proving the exceptional power of Essets Fluid, in fact, it is far superior to pure carbolic acid of the same strength.

WATKINS,
LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 66, Queen's Road Central, Hongkong

FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG,
房樂大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 4th February, 1902. [714c]

HONGKONG SUBSCRIPTION
LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., M.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.

Intending Subscribers are requested to
apply to
CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [1413c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19]

To-day's
Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1902.

WEDNESDAY, THURSDAY and FRIDAY,
the 19th, 20th and 21st February.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be obtained
from Messrs. KELLY & WALSH, Ltd. Price \$5
for the Meeting.

Tickets for the Day may be purchased at the
Gate; Price \$2 each.

No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th February, 1902. [187d]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during the
Races on the 19th, 20th and 21st instants.

An Enclosure will be reserved for Members
and Members' Wives and Families. Tickets
for which are being sent out with the Members'
Tickets.

All Tickets must be produced to gain
admission.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th February, 1902. [188d]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACECOURSE during the
Race Day without Tickets, which can be
had on application to the Undersecretary.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th January, 1902. [189d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON,"
FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Caledonia*.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.

Goods not cleared by the 19th instant, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage obtained
from the Godown Company within ten days
after the Vessel's arrival here, after which
no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 13th February, 1902. [4]

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and
Havre, ex s.s. *Sidon*, from Bordeaux,
ex s.s. *Cambray* and *Ville d'Arras*, in connection
with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., TO-DAY, the 13th instant,
requesting it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after THURSDAY, the 20th instant, at 3 P.M.,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 20th instant, or they will not be recognised.
All damaged packages will be examined on
THURSDAY, the 20th instant, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 13th February, 1902. [1004c]

To-day's
Advertisements.IN THE MATTER OF ORDINANCE No. 2 OF
1892.

AND
IN THE MATTER OF THE PETITION OF
WILLIAM NICHOLLS, of 8, BAR-
NARD'S INN, LONDON, ENGLAND,
GENTLEMAN, FOR LETTERS PATENT
FOR THE EXCLUSIVE USE WITHIN
THE COLONY OF HONGKONG, OF AN
INVENTION FOR IMPROVEMENTS IN THE
MANUFACTURE OF INCANDESCENT
ELECTRIC LAMPS.

NOTICE is hereby given that the PETI-
TION, SPECIFICATION and DE-
CLARATION required by the above-cited
Ordinance have been duly filed in the Office of
the Colonial Secretary of Hongkong and that it
is the intention of the said WILLIAM
NICHOLLS, by DENNIS and BOWLEY, his
Solicitors, to apply at the Sitting of the
Executive Council, hereinafter mentioned, for
LETTERS PATENT for the exclusive use
within the said Colony of Hongkong of the
above named Invention.

And Notice is also given that a Sitting
of the Executive Council, before whom the
Matter of the said Petition will come for
decision will be held in the Council Chamber,
at the GOVERNMENT OFFICES, Victoria, Hong-
kong, on THURSDAY, the 27th day of
FEBRUARY, 1902, at 11 A.M.

Dated this 13th day of February, 1902.
DENNIS & BOWLEY,
Solicitors for the Applicant.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"ZAFIRO,"
Captain A. Ramsay, will be despatched for the
above Port, on TUESDAY, the 18th instant,
at 4 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th February, 1902. [191d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"
having arrived from the above Ports, consignees
of cargo are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 20th instant, will
be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 23rd instant, or claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 13th February, 1902. [192d]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,

OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,

JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIONERY,

OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES.

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES.

&c., &c., &c.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

MARRIAGE.

At Buckingham-gate, Jan. 4th, A. M. I.
PORTER, of the Imperial Customs Service,
China, to MARGARET MACDONNELL.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 13, 1902.

NOTES AND COMMENTS.

The Anglo-Japanese Agreement.

The Reuter's telegram which we publish
to-day announcing the fact that an Anglo-
Japanese agreement has been signed where-
by those two Powers agree to maintain peace
in the East, the integrity of China and
Corea and to co-operate in the event of either
ally being engaged in war with more than
one Power, will come as a most welcome
piece of news to all those interested in China.

That is to say to those who merely wish for
the maintenance of the open door, the in-
tegrity of China and the abolition of vexa-
tions trade restrictions. To Russia and
France, who have earmarked the northern
and southern portions of China respectively,
and perhaps to our German cousins, who
appear to be somewhat desirous of reserving
for themselves the rich province of Shang-
tung, the Anglo-Japanese agreement will
come as a very decided blow and set back.

To them it will mean that all their plans for
territorial aggrandisement at the expense of
China must come to naught unless they are
prepared to meet the armed resistance of
Great Britain and Japan combined. Such a
powerful combination will, we imagine,
cause any one Power or Powers to ponder
well before venturing to enter upon a struggle
which must plunge the whole of the Far
East into war and would prove both a
costly and dangerous undertaking.

This agreement will, we presume, en-
courage China to refuse once and for all to
sign the Manchurian Convention now being
so persistently forced upon her by Russia, for
Manchuria is undoubtedly a portion of
the Empire of China and, such being the
case, Great Britain and Japan are bound to
support China in the event of Russia refusing
to withdraw. This fact should, and we
trust that it will, prove to China conclusively
that Great Britain and Japan are her real
friends, for the agreement has been entered
into spontaneously and without the raising
of any question of a *quid pro quo*, from
China, the one who will derive most
benefit from the agreement.

The next thing needful for China is re-
form, and we do not think that there can be
very much hope of that coming about so
long as the Emperor is kept carefully in the
background. What the Allies should now
do is to insist upon the reins of government
being placed once more in the Emperor's
hands and the dismissal from power of the
notoriously anti-progressive group of officials
upon whom the Empress Dowager leans.

Given an anti-foreign and anti-progressive
policy and the Anglo-Japanese agreement will
not be worth the paper upon which it is
written, for the hands of the Allies would be
full the whole time in settling broils and dis-
putes into which such a mistaken policy
would be sure to lead the country whose
peace and integrity they have contracted to
maintain. We fully believe that the alliance
of Great Britain and Japan is a great step
towards the awakening of China from her
long sleep, but if such awakening is to be
effective China must learn to help herself,
to know and assist her friends, and to
thoroughly appreciate the fact that a policy
of exclusion is not calculated to assist in the
preservation of China for the Chinese.

REUTER'S TELEGRAMS.

SOUTH AFRICA.—THE WEEKLY
RETURNS.

LONDON, February 11th.

The Boer losses for the week total 717
killed, wounded and prisoners.

SEVERE FIGHTING.

A British convoy of sixty waggons was
captured by the Boers at Fraserburg, Cape
Colony, but on reinforcements arriving the
enemy was defeated with the loss of 74
killed and wounded. The British lost two
officers and eleven men killed, and forty
eight wounded.

By a night rush of the enemy on a detach-
ment of 100 men at Calvinia, Cape Colony,
the British lost three officers and seven men
killed, and eighteen wounded.

AUSTRALIAN PATRIOTISM.

Immense patriotic demonstrations have
taken place at Sydney and Melbourne, and
resolutions passed repudiating continental
slanders of the troops of the empire.

DE WET'S ESCAPE.

Admiration at De Wet's exploit is univer-
sal. The newspapers recall the escapes of
Hannibal and other classic literary parallels.

GREAT BRITAIN AND JAPAN.

An agreement between Great Britain and
Japan was signed on the 30th January. By
it the two Powers agree to maintain peace in
the East, and the integrity of China and
Corea. They also agree to co-operate in
the event of either ally being engaged in
war with more than one Power.

COTTAM & CO., NEW BATS for the
RACES.COTTAM & CO., NEW SCARVES and
TIES for the RACES.COTTAM & CO., NEW SCARVES and
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TIES for the RACES.COTTAM & CO., NEW SCARVES and
TIES for the RACES.

LOCAL AND GENERAL.

REFINEMENT is the lifting of one's self
upwards from the merely sensual, the effort of
the soul to etherealise the common wants and
uses of life.

JOINED THE MAJORITY.—Gladys:
'What's become of Mabel? Belle?' She's joined
the great majority. 'You don't mean to say
she's dead?' 'Oh no! Married a man named
Smith.'

RAPID! The rapidity of ocean transport is
becoming truly marvellous. A sea captain
boasts that he finished loading a cargo of wheat
at San Francisco by dinner-time, and then
went to China for tea.

NOT INVENTED THEN.—Mr. Dukages:
'How do you account for the longevity of
Methuselah and the other patriarchs?' Mr.
Gaswell: 'Oh, that was before so many new
diseases had been invented.'

HE SYMPATHISED.—Jinks: 'I don't know
how you will feel about it, but the fact is my
wife—your daughter—is a dreadful hard
woman to live with.' Binks: 'I can sympathise
with you sir, I married her mother.'

NOT A HAPPY OUTLOOK.—Potato Pal-
mist: 'This line tells me that you will meet with
a terrible accident in your old age. You will
be skinned alive, your eyes will be dug out
then you will be boiled, and finally mashed to
a pulp.'

WELL LOOKED AFTER.—Dobbs: 'You
ought to do something for that cold of yours.
A neglected cold often leads to serious con-
sequences.' Mobbs: 'This one isn't neglected.
Four or five hundred of my friends are looking
after it.'

A BAD CONDUCTOR.—Conductor: 'In-
quire the timid old lady, ain't you afraid of
bein' killed by the electricity in these trolley
cars?' 'No, ma'am,' said he, 'as he pocketed
four fares and rang up two.' 'I'm not exactly
a good conductor.'

THE CITY OF PEKING was delayed a
few hours before leaving the States on her last
trip to the East, owing to the discovery of a
slight leak. Investigation revealed the fact
that the rivets of a plate below the water line
had worked loose. The defect was remedied
without much trouble.

MR. CHAUNCEY DEFEW was married at
Nice on 28th December to Miss May Palmer,
daughter of Mrs. Herman Palmer, of Paris,
first at the French Church of Notre Dame, and
afterwards at the American Church of the
Holy Spirit. A large gathering of American
and English visitors and residents witnessed
the event.

ADMIRAL JASPER HENRY SELWYN,
who died a few days ago in his 83rd year,
entered the Navy on Jan. 23, 1834, and for his
conduct as mate of the *Sulphur*, Captain
Edward Belcher, during the operations on the
coast of China, particularly at the capture of
Canton, was promoted to the rank of lieutenant
on Oct. 8, 1841.

LIEUT.-COLONEL RETALLICK, on
vacating the command of the Hongkong Regi-
ment, is posted to the 45th Sikhs. Captain
E. L. C. Berger, Indian Staff Corps, Wing
Commander, is appointed to be 2nd in com-
mand of the same regiment, with the temporary
rank of Major, vice Major W. R. Little, Indian
Staff Corps, deceased.

THE CHINA WAR.—The small remaining
number of those who took part in the China
War of 1841-2 has been diminished by the
death of Commander Edward Algara, R.N.,
who died suddenly at Bath. He served for 23
years in the British Navy, retiring in 1864. As
a midshipman he took part in the capture of
Nanking. He was 77 years of age.

A GALLANT ACT.—The words of Lord
Kitchener's despatch, describing the deed of
daring which won the D. S. O. for the late
Capt. Eugene Clement-Smith, brother of the
former Governor of the Straits Settlements,
are:—'He advanced alone to occupy a position
Boers were making for, and though wounded
through right shoulder, continued to fire from
left, keeping enemy off till re-inforced.' The
foregoing justifies General Rundle's despatch
mentioning Captain Clement-Smith's deed as
one of 'extreme gallantry.'

HOME FOOTBALL.—Aston Villa, Everton,
and Sunderland tie, as regards points scored,
for the first position in the Football League
competition, the first-named side being actually
at the head by reason of its superior goal
average. West Bromwich Albion holds the
lead in the Second Division, with Preston
North End, the other team 'sent down' at
the close of last season, second. In the South-
ern League Southampton is first, Portsmouth
second, and Tottenham Hotspur third. Under
Rugby rules the Fetterian-Lorettonians, at
Richmond, on 28th December, beat the home
fifteen by ten points to three, and Newport,
on their own ground, had the better of
the Barbarians by a dropped goal to nil.

There were five matches on the 1st January in
the First Division of the Football League, the
most striking result being the victory of
Sheffield United on their own ground over
Aston Villa by six goals to three. Blackburn
Rovers and Sunderland beat Notts Forest and
Derby County respectively, and the games be-
tween Bolton Wanderers and Manchester
City and Grimsby Town were drawn. At
Glasgow the Corinthians defeated Queen's Park
by three goals to one; at Darlington the Canals
beat the home eleven by five goals to three;
and at Liverpool Everton disposed of Tottenham
Hotspur by three goals to one.

SOLDIER SWALLOWED BY A SHARK.—
A gruesome shark story has been received by
the last South African mail. Table Bay is not
a shark resort, but the scavengers of the ocean
swarm from Natal east and north, and it is
from Durban that the story comes. A huge
fish was observed for some days, basking the
water close to the shore, and successful en-
deavours were made to capture it. The brute was
shaded under 15ft. long, and when its cap-
tivity was cut open, they were shocked by
the sight of the body of a soldier in its
stomach. The body was almost entire, only
the left arm being missing, and it was evident
that the shark had bolted him whole. The

THE GERMAN CHANCELLOR. Count von Bülow, received the newly-appointed Chinese Minister, Yin-Chang, on 6th ult., and on the succeeding day Choei Hun Min, the newly-appointed Korean Minister.

BOUND FOR THE FAR EAST.—The total number of men despatched to the Far East from Odessa, Sevastopol, and Theodosia during December was 4900, besides a large quantity of Government stores. Further large drafts will be sent out from the Black Sea during this and next month. During 1901 some 30,000 men were despatched to the Far East, and a like number will be sent in 1902. We have no figures of the number of men returned.

ORDER OF WHITE ELEPHANT.—The *Gazette* notifies that the King has been pleased to give and grant unto Mr. Francis Henry Giles, Director of the Department of Revenue, Siam, His Majesty's Royal Licence and Authority that he may accept and wear the Insignia of the Third Class of the Order of the White Elephant, conferred upon him by His Majesty the King of Siam in recognition of valuable services rendered by him to his Majesty.

AN ENGLISH TREASURY OFFICIAL was once sent over to Dublin to inquire into the expenditure of fuel in the courts. He was received politely by the late Lord Morris, the famous Irish law lord and wit, who said he would put him in communication with the proper person, and rung the bell. When the elderly female who acted as court-keeper appeared, he remarked as he left the room: "Mary, this is the young man that's come about the coals."

STONEHENGE.—Mr. William Gowland, F.R.S., whose recent excavations at Stonehenge have contributed more to the history of that erection than those of all his predecessors, is perhaps the great living European authority on Japanese metal work. He organised the Japanese Mint for the Government of that country, and devoted his leisure to systematic research into the local arts and archaeology. His explorations of the early grave-mound in Japan yielded results of the highest importance.

ANOTHER FIRE. the seventh this month, broke out, shortly before seven o'clock last evening in the two-storey tenement at No. 6, Chinese Street. The Fire Brigade, under Acting Chief Inspector G. Kemp, turned out promptly and prevented the flames from spreading. The ground flat, which was occupied as a medicine shop, and the first story, used as a dwelling house by the owners of the shop were partially destroyed. The ground floor was insured with the Mitsui Bussan Kaisha for \$1,000.

ADMIRAL SIR EDWARD SOUTHWELL SOTHEBY, K.C.B., died on 6th ult., in his 89th year. He entered the Navy in 1826, and his record of active service dates back to 1840, when he served in the *Dido* during the operations on the coast of Syria. He commanded the *Racehorse* during the disturbances in China. It was, however, in the Indian Mutiny that the gallant admiral won his highest honours and distinctions. For 10 months he was in charge of a naval brigade, and his exploits found mention in no fewer than 13 *Gazettes*.

THE CHINA CONSULAR SERVICE.—The Civil Service Commissioners announce that an open competitive examination will be held in London in April for at least six student interpreterships in His Majesty's Consular Service in China. Candidates must be between 18 and 24 years of age, of sound constitution, possessed of good sight, and physically qualified for service in tropical climates. Forms of application for admission to the examination may be obtained on application to the Secretary, Civil Service Commission, Westminster.

DE WET IS NOTORIOUS for his hair-breadth escapes, and when the history of the South African war comes to be written the story of the part taken by De Wet will be most capital reading. His latest little escapade of escaping from the British troops surrounding him mixed up in a stampeding herd of cattle reads more like a page from one of Fenimore Cooper's romances than as a plain statement of twentieth century fact. Despite the many acts of brutality laid at De Wet's door, one cannot help but admire the man for his pluck, daring and ready-witted resources upon every occasion.

THE CENTURION, first-class battle-ship late flagship on the China station, is being refitted at Portsmouth, and provided with an improved armament in readiness for another commission. The dockyard officials have not yet received an official intimation as to her destination, but it is considered probable that she will fly the flag of the successor of the Vice-President, F. Bedford, Commander-in-Chief on the North American and West Indies station. Admiral Bedford, at the expiration of his term of command in May, will return to England in the *Crescent*, first-class cruiser, at present flagship on that station.

FOR CONSUMPTIVES.—The *British Medical Journal* states that a sum of about £200,000 has been placed at the disposal of the King by a philanthropist, who, for the present, does not wish his name to be made public, and that the King has directed the money to be devoted to the erection of a sanatorium for tuberculous patients in England. The sanatorium is to accommodate 100 patients, and to be thoroughly equipped in every respect. To carry out this purpose, His Majesty has appointed an advisory committee of leading medical scientists, and has sanctioned the expenditure of £800 in prizes for the best essays and plans for the construction of the projected sanatorium. The *Daily Mail* learns that the donor of this noble gift is Sir Ernest Cassel.

COTTAM & CO. DENTS DRIVING GLOVES FOR THE RACES.

A CURIOUS CUSTOM, known as "Hand-setting the Orchard," is observed, says a correspondent, in some of the remote parts of Devonshire every Christmas Eve. The quire, with his family, friends, and tenants, proceeds to the orchard, one of the party bearing a hot cake and some cider as an offering to the principal trees. The cake is placed in a fork of the tree, over which the cider is poured; and during the ceremony guns and pistols are fired by the men. The women shout, "Bear, bear, apples and pears enow; barnfuls, bagfuls, sackfuls. Hurrah! Hurrah! Hurrah!" And this is the twentieth century!

THE COMING MAN.—Professor Bruner, the head of the Biology Department of the Butler University, makes some startling predictions concerning the coming man. He says: "Human beings in distant centuries will be a race of brainy four-toed giants. The brain will be remarkably developed, and the body wonderfully enlarged. The coming man will lose some of his ribs, his vermiform appendix, and his little toes. He will live much longer. Communicable diseases will be under complete control. Insects which carry disease will be exterminated. Thought-saving machinery will relieve the future man of the present routine of brainwork. Memory will be of immense range, but less acute regarding useless details. The sex of future man will be predeterminable. For a time one sex will predominate, then another."

BRITAIN'S COAL.—A Royal Commission has been appointed to inquire into the question of the coal supplies of the United Kingdom. More than thirty years have passed since the last Commission on this subject reported, and much has happened to lead to the questioning of their conclusions. What this country has to fear is not the complete exhaustion of our coal measures, but the failure of the richer seams, which will mean inevitably that British coal will become expensive to mine, and that our vast industrial system, which is dependent upon a cheap fuel supply, will be handicapped in the fierce competition of the nations. Already coal is being produced in Pennsylvania much cheaper than in England, and in the future our position must be expected to grow steadily worse. It is doubtful if anything can be done to meet the danger, but there is wisdom in ascertaining the precise facts.

THE ELIXIR OF LIFE.—Two eminent physiologists of Chicago, Professor Loeb and Dr. Matthews, have elaborated a theory of nervous energy which promises to excite as much controversy as the Bileteral Cipher of Francis Bacon. In effect these gentlemen contend that nerve action is simply the alternate gelatinizing and liquefying of nerve matter. The beating of one's heart, for instance, is accomplished, not by any direct pulling of cerebral strings, but by a succession of electric discharges which turn the nerve substance from broth into jelly and from jelly back into broth again. The theory, it must be admitted, does not greatly simplify the problem of life, but its authors contend that nervous tension, being simply nerve gelatinification, can be controlled by artificial means. Professor Loeb claims that he has already succeeded in indefinitely prolonging the life of unfertilized eggs of the sea urchin; and if the eggs of the sea urchin can be kept alive by his Elixir Vitæ, why not the ova of creatures higher in the scale of life—why not the creatures themselves?

CHANGING LONDON.—During the past year great changes have taken place in London, and even greater ones are being prepared for coming twelve months. The most important work has been the pulling down of the north side of the Strand from the Gaiety Theatre to St. Mary-le-Strand Church, and a little further east the destruction of Holywell-street, one of the oldest links with the past in that part of London. Indeed, it is quite possible that from the windows of the old "Rising Sun" inn, which is fast disappearing beneath the house-breaker's pick, the inhabitants saw Queen Elizabeth go in state to St. Paul's after the defeat of the Armada, as 300 years later their successors saw Queen Victoria go to Wren's Cathedral on the occasion of her Jubilee. In the Strand, too, the new front of the Hotel Cecil has grown up, and further west in Cockspur-street a new building has replaced the old houses opposite the end of the Haymarket. With the New Year the north-western corner of the Green Park will be shorn off in the attempt to lessen the crush in Piccadilly, while the block in the City at London Bridge will be partially done away with by placing a new footpath on supports outside the present bridge.

THE COCKROACH PEST.—In a report to the United States Department of Agriculture, Mr. W. R. Beattie describes the plan used for freeing a botanical laboratory from a plague of cockroaches and other insect pests. The agent used was hydrocyanic acid gas, liberated by the action of dilute sulphuric acid on potassium cyanide, about 1.1 T grain of the latter being used per cubic foot of the building. The sulphuric acid was placed in glass jars, above each of which was fixed a pulley. A line passing over this pulley carried the packet of cyanide, which could thus be lowered into the acid from the exterior of the building. All outside openings were closed as far as possible, and the cyanide being lowered into the acid, the building was left to itself for three hours which experience has shown to be a sufficiently long time. The insects leave their hiding-places as the fumes reach them and die on the floor, where they can be swept up next morning. Mr. Beattie suggests that the method may prove useful elsewhere, and may possibly be adopted in the case of dwelling-houses; but in view of the exceedingly dangerous nature of the agent used, the method is evidently one for experts only. Should a human being or a domestic animal inhale the gas, the results would be fatal.

COTTAM & CO. PLAID RUGS AND SILK MUFFLERS FOR THE RACES.

MAJOR-GENERAL F. HIME, late Royal Engineers, died on 3rd ult. in London at the age of sixty-five. He entered the Army in 1856, and served throughout the campaign of 1860 in North China, being present at the actions of Sinbo and Tangku, the storm and capture of the Taku forts, and the surrender of Peking. For his services he received the medal with two clasps.

MANY PEOPLE are availing themselves of the opportunity afforded to hear some really good music. The attendance on the Parade Ground yesterday afternoon, was much larger than usual and the playing of the Hongkong Regimental Band and the pipe band of the H.K.S.B.R.A. was greatly appreciated. The Officer Administering the Government and Lady Gascoigne were among those present.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MERCANTILE MARINE.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I was surprised to read in your last night's issue headed, Mercantile Marine that the various Shipping Companies seemed to treat the officers' application for an increase of salary as absurd. But the officers are putting a different light upon the subject and I much fear before it is settled the owners will do the same. I am very surprised to hear that the owners seem to class their officers with Japs. It would seem strange to see Japs in our steamers, while at the present time we are helping to command their steamers, but the owners I fear would very soon want the British officer back with all his little faults. It does not seem to me that the demands made by the officers are any way out of place or exorbitant. Nor are they any better paid than people holding inferior positions on shore.

Yours truly,
A RESIDENT.
Hongkong, February 13th, 1902.

PACIFIC LINERS RACING.
TOWARDS THE EAST.

The *San Francisco Call* of the 5th ult. contains the following:—

Two mail boats sailed yesterday, one with Honolulu as her final destination, the other to stop there. While ostensibly neither is trying to make Honolulu first, still the first vessel there will have a record. The captain of the *America Maru*, which sailed at 1 p.m., had orders to make regular time, while the captain of the *Alameda*, which sailed at 2 p.m., was ordered not to out-do his scheduled speed and burn no more coal than necessary. It was a question of owner versus master and engineer all along the line. On the *America Maru* the captain was told that if he raced he would lose his position. The *Alameda's* captain and chief engineer were told that every pound of coal they burned over the regulation allowance would be charged up against them and that the company was absolutely against racing.

In spite of all these orders the *America Maru* went out through the leads like a white streak, while the *Alameda* followed her at full speed an hour later on "a hind chase." Chief Engineer Horgan of the *Alameda* and Chief Engineer Thomson of the *America Maru* have explicit orders to run on schedule time, but the betting is 2 to 1 that every man in the fireroom of the *Alameda* and *America Maru* is working like a beaver to make time on the run to Honolulu.

The *America Maru* has little to gain in the run, as she can carry neither passengers nor freight from San Francisco to the Hawaiian Islands. She is the crack flier of the Toyo Kisen Kaisha line and can reel off her thirteen knots day in and day out without any troubles. On account of the "stopover" privileges she has to stop at Honolulu, and that is why she calls at that port. The *Alameda*, however, is the mail steamship and that is her only port of call. The latter has been refitted and remodeled and is now a fast ship, but Captain Going says it means instant dismissal to make more than the regular time. Nevertheless there's a race on.

CANTON TO HANKOW RAILWAY.

A Washington despatch to the *San Francisco Chronicle* says:—An American trunk line, from Canton to Hankow, China—the long cherished dream of many promoters—is at last to be realised through the business daring and enterprise of a few New Yorkers backed by the millions of August Belmont. In less than three years Chinese will be able to enjoy the luxury of American dining and sleeping cars between the cities of Canton and Hankow, a distance of 750 miles. The great road will traverse a beautiful country, inhabited by twice as many people as are in the United States. The total amount of business for the first year, it is estimated, will exceed \$50,000,000. The New York promoters of the road made the announcement to-day of the organisation of a company which is to build the road under the title of the American China Development Company. William Barclay Parsons, chief engineer of the Rapid Transit Road for the city of New York, is president of the company. The directors are: August Belmont, Pierre Mail, a member of the importing firm of Henry W. T. Mall & Co.; Frederick W. Whiteside, lawyer; Charles A. Whittey and Colonel Albert Thys and Joseph de Volcker of Brussels. The company will negotiate \$42,500,000 of 5 per cent. fifty-year bonds issued by the Chinese Government. All the capital has been deposited with J. P. Morgan & Co. The agents of the company will leave for China immediately, and construction will begin in a few months.

COTTAM & CO. ENGLISH AND AMERICAN SHIRTS, BOOTS AND SHOES FOR THE RACES.

Notices of Firms.

MITSUMI BUSSAN KAISHA, HONGKONG BRANCH.

NOTICE OF REMOVAL.

WE have This Day REMOVED to our New Premises in PRINCE'S BUILDINGS, 100 House Street.
MITSUMI BUSSAN KAISHA.
Hongkong, 12th February, 1902. [184d]

24, BANK BUILDINGS.

I HAVE This Day established myself at the above Address as MERCHANT and COMMISSION AGENT under the Style of JORGE & CO.

F. J. V. JORGE.
Hongkong, 1st February, 1902. [141c]

Intimations.

NOTICE.

NOTICE is hereby given that HO U TIN has CEASED to be our Comptroller and that no business can be arranged by him on our behalf. Also that no business can be arranged on our behalf by his son HO KWAN SOON or any other of his sons.

All Outstanding Accounts due to us in Hongkong and in Canton should be paid here to us direct.

ABDOOLALLY EBRAHIM & CO.
Hongkong, 6th February, 1902. [166d]

NOTICE.

A GENERAL MEETING of MERCANTILE MARINE OFFICERS will be held at the CONNAUGHT HOUSE HOTEL, TOMORROW, the 14th February, at 3.30 P.M. All Officers that are able are requested to attend.

SECRETARY,
Southern Rise Committee.
Hongkong, 12th February, 1902. [165d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1901.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [117d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both Days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [118d]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on MONDAY, the 17th February, 1902, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 17th February, both Days inclusive.

SHAW, TOMES & Co.,
General Managers.
Hongkong, 1st February, 1902. [143d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 24th February, both Days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1902. [130d]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the OFFICE of the Company, No. 4, Queen's Buildings, on SATURDAY, the 1st of March, 1902, at 12 o'clock (NOON), to receive a statement of accounts to 31st December, 1901, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 15th instant, to 1st March, both Days inclusive.

J. WHEELEY,
Manager.
Hongkong, 12th February, 1902 [186d]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 6th day of March, 1902, at 12.30 P.M. to receive a Statement of Accounts to 31st December, 1901, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant, to the 5th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.
Hongkong, 3rd February, 1902. [172d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials, and state Salary required to

DIRECTOR OF PUBLIC WORKS,
SANDAKAN.
3rd February, 1902. [151d]

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

W. BREWER & Co.

NEW by English Mail.

The World's Greatest Pictures, 100 Masterpieces, suitable for Framing, in Portfolio..... \$14.00

Harry Furniss: Confessions of a Caratist..... 9.00

Victoria: Her Life and Empire, by The Duke of Argyll..... 13.00

Hongkong, 6th February, 1902. [134d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. [1256c]

Hongkong, 20th November, 1901.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th 11 1901. [733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGL.

Islanders" published in the *Times* last Saturday, will be in your hands when you receive this letter, but neither that paper nor any other will adequately convey to you the prevailing indignation respecting its attack on our most cherished institutions. It may be true, it probably is, that as a nation, we think too much of games, and it is certain that an Englishman coming home after twenty years in some outlying part of the Empire, or in a foreign land, would be struck with the progress which the mania for athletics of all kinds has made during that time. Nevertheless, though it is possible to hope for amendment in this particular, it is, in the eyes of most Englishmen eminently undesirable that we should lose that love of sport, of active outdoor pursuits, which has perhaps more than any one other circumstance or peculiarity made of our people, what they are.

"FLANNELLED FOOLS" and "MUDDLED OAFS" are not regarded as apt or worthy descriptions of cricketers and football men; nor is the insinuation that the players of these games have mostly evaded their greater duties of military service, for the enjoyment of peaceful sport at home, in any way just or correct. No considerable number left English fields for African veldt: at the call of danger—and among them are not a few, who will never again handle the ball or wield the willow. They are counted among those whom the Empire honours. "For they sleep for England's sake."

There are fools in all professions, and it may be that some cricketers pertain to that pitiful human class—but cricket has no more monopoly of fools than of men destitute of patriotism. In a word, Mr. Kipling has overshot his mark, his stirring verse was well qualified to rouse society to a juster appreciation of the fact that the first and most elementary duty of a man is to fit himself to defend his country if need be. So far then, the soldiers' poet was but maintaining his reputation for sane Imperialism, but in allowing himself to be carried away by his ignorance of sport, which makes him unable to sympathise with sportsmen, Mr. Kipling came perilously near to making his great moral, merely ridiculous, the effect so often produced by exaggeration. Naturally, a great many people's backs are put up, and it is as well for Mr. Kipling's popularity that he is at this time not within reach,—the storm will be over before he returns.

Colonials are inclined to resent the lines which state that the Motherland "fawned upon" their support, in order that she herself might continue her wonted habits of sporting ease, the Australian Monro-Anderson has issued a counter-blast in verse by way of asserting that if England "fawned upon" her daughter-lands, they would at once "cut the painter." Incidentally, it is difficult not to wonder what Mr. Kipling will feel about these lines for example:—

"Safe in your lady dog-out
Flinging your gibes about
What do you know of England
Or the quest that brought us out?"

THE SMALL-POX EPIDEMIC

has become alarming. There have been 220 cases in the last five days in London alone, and the disease is spreading into the country. Essex suffering most. The sanitary authorities declare it will be impossible to get the plague entirely under control before the end of May, and this pronouncement has caused a scare. The date named will bring us perilously close to the Coronation, when London will be crowded with all nationalities. It is exceedingly unfortunate that this cloud should fall upon the capital just at the time when a partial recovery in business was looked for after the stagnation of the past year.

Early folks on the morning of Tuesday were greatly surprised to meet what purported to be a ROYAL PROCESSION wending through the silent streets of West End London at the impossible hour of 7.30 a.m. The eight cream ponies of historic memories, were there, drawing a brake of large dimensions, but most unregal exterior, and the outriders, postillion, escort and all that goes to make up a fine display, preceded and followed the prosaic vehicle at regulated pace and distance. It was, in fact a dress rehearsal—saying indeed, the dress, for the military overcoat is not built for effect—of the pageant to take place on the 16th, when the King opens Parliament in State, and mourning is for the day discarded.

Some difficulty was experienced in Westminster Court Yard in the manipulation of a carriage as cumbersome as the great state Coach, but it is understood that General Ewart, Crown Equerry, finally expressed himself satisfied that the hitch was successfully arranged. There is no doubt that the King's liking for processions and functions meets with hearty approval among the bulk of the inhabitants of London, and certainly the sartorial trades benefit thereby.

POLITICAL WHIPS

have been issued by Lord Salisbury and Mr. Balfour for the Government, and Lord Spencer and Sir H. Campbell-Bannerman for the Opposition. Lord Kimberley, though the official Liberal Chief in the House of Lords, is still unable to resume that position owing to persistent ill health. Mr. Balfour has been laid up all the holidays, suffering from what must surely be his century of influenza; and as Lord Salisbury's health is quite uncertain, it is somewhat of a party of invalids who nominally take over the conduct of Parliament. It is one of the inscrutable ways of Providence that with the single exception of Mr. Swift MacNeill, the Pro-Boers, the Windbags, and the Merely Insane among our legislators never are afflicted with so much as a cold in the head, or other trifling ailment, such as imposes silence on the patient, without grievously impairing his well-being. The Bible employs an old

GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c., &c.

fashioned directness of speech, otherwise this sinister and most unfortunate circumstance would prompt a quotation from the Psalms, which during last session recurred in the most unaccountable way to the minds of those whose painful duty it was to listen to the diatribes of a handful of players at rebellion. The news that the forms and procedure of the House of Commons are to be overhauled and reformed forthwith, is the only consolation afforded a distressed nation for the mournful prospect of sick ministerialists confronted by aggressively healthy opponents, in the session about to open.

The resignation of

MR. BRODIE HOARE

is regretted by all Conservatives, but in view of his frequent illness is not entirely unexpected. Hampstead has long been a strongly Unionist centre, but a triangular contest is promised and may result in a stiff fight being provided for the Ministerial Candidate. There is, however, a possibility that Hampstead may do the nation a service by adoption as Imperialist candidate Lord Charles Beresford, who hails down his flag as second in command on the Mediterranean, early next month, and then seeks to re-enter Parliamentary life. There is, perhaps no man whom the average Briton would so welcome back to the Commons as this Naval expert, with his uncompromising honesty, his plain speech, and his heart-whole devotion to the service and the Empire. At the present time, the Navy is most inadequately represented in Parliament, and in consequence much unpreparedness is tolerated to the peril of the nation, merely through ignorance of the issues at stake. Civilians miss the importance of details of naval administration. It is inevitable they should do so, a man cannot rate at relative importance a series of facts with which he has merely a lip acquaintance. Hence on every count, it would seem as though Hampstead and Lord Charles were made for one another, and if the North Londoners do adopt the gallant admiral as their member, they will do well for themselves, better for the Navy, and best for the country. This at least is the opinion of all men of moderate views, who value a legislator not according to his party, but according to his manhood.

OUR NAVAL POSITION IN THE EAST.

Lieutenant-General Sir Andrew Clarke addresses, in one of the current month's reviews, a powerful appeal to the nation "to take careful stock of its naval position in the East—in the seas of India and China, and in the South Pacific." Sir Andrew Clarke speaks with exceptional, indeed, with almost unique, authority on such a subject. "Let us leave Russia and her projects in the interior of Asia alone, in the absolute conviction that the sea furnishes the true and only base of our power, and that so long as we are secure thereon and hold Kurrachi, Bombay, and Calcutta, Russia could never maintain herself in India." He also examines the defects of India as a naval base, and directs attention to the need for harbours, especially at Madras. Further on Sir Andrew says: "What I regard as the essential and true foundation of our naval supremacy... is not mere possession of an ironclad fleet, but the pre-eminence of the British Empire. The former is but the result and expression of the latter. The fleet exists in order that commerce, and with it the maritime-intercourse of all parts of the Empire, may be unimpeded."

Again he points out that we have seized upon Wei-hai-wei almost in a panic, and apparently without knowing why we took it or what we are going to do with it. Yet "the point cannot be resisted that what we want in this quarter is a small, compact, and invulnerable coaling station such as Port Hamilton might easily, and at small expense, be made." Here, however, we beg leave to join issue with Sir Andrew. That Port Hamilton may be made invulnerable is, perhaps, right, but that it could be done "at small expense" we must deny. It could only be fortified at great expense, as nearly every British admiral on the China Station has pointed out.

THE CHINA MEDAL.

An official announcement appeared in the *London Gazette* of 3rd ult., with regard to the issue of the medal and clasps to those engaged in the naval and military operations in North China in 1900. It will be granted to all officers and men of the British, Indian, and Colonial Forces, who were employed in North China, and in the Yantze Valley from June 10, 1900, to Dec. 31, 1900, and to all who embarked in India for service in China in the expedition under the command of General Sir A. Caselle. The medal will be similar in pattern to the silver medal granted for the China Wars of 1842 and 1860; except that the obverse of the medal will bear the same effigy of her late Majesty as appears on the South African Medal, with the legend "Victoria Regina et Imperatrix." The following clasps are also approved:—1. A clasp inscribed "Taku Forts" to all engaged in the capture of the Taku Forts. 2. A clasp inscribed "Defence of Legations" to all who took part in the defence of the Legations in Peking, between June 10 and Aug. 14, 1900, both dates inclusive. 3. A clasp inscribed "Relief of Peking" to all those engaged up shore at or beyond Taku for the Relief. A further notice in the *Gazette* of 7th ult. notifies that the medals and clasps awarded to officers and men are now in course of preparation, and when ready for issue due notice will be given.

GIRAULT: CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES & most splendid Assortment. (579c)

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 7th December, 1901.

GO TO THE KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.

J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Intimations.

GUARANTY TRUST COMPANY OF NEW YORK.
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,644,514

TOTAL \$7,644,514

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F. C. Harriman, Assistant Treasurer.

London Committee:
Arthur John Fraser, (Chairman), Donald C. Haldeman, Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
R. C. Wyse, Manager.

LONDON BANKERS:
PARR'S BANK, LIMITED.

A BRANCH of above Company has been established at No. 4, DES VEXES ROAD, Hongkong, for the Transaction of Banking and Exchange Business.

Hongkong, 31st January, 1902. (128d)

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERN, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. (128c)

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Price on Application. (158c)

WO SHING.
PRINTER, BOOKBINDER
AND
RUBBER STAMP MANUFACTURER.

Moderate Prices.
No. 29, POTTINGER STREET.
Hongkong, 28th January, 1902. (128d)

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1902. (4)

NOTICE.

THE SECOND VOLUME of BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/1015 to 1/1600, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/999 down to 1/1, and from 1/11 down to 1/10 or from 1/999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/1015/16:

£879. 0. 0 = \$9,561. 926
17. 11 = 9. 745
\$9,571. 671

whence with the other exchange books the process would be as follows:—
£800. 0. 0 = \$8,702. 550
70. 0. 0 = 761. 473
9. 0. 0 = 97. 904
17. 0. 0 = 9. 247
11. 0. 0 = 0. 497
\$9,571. 671

or to convert the dollars into sterling at the same rate of exchange:—
\$9,000.00 = £827. 6. 8
\$71.00 = 52. 9. 11
\$.671 = 1. 2. 13
£879.17.11.00

but by other books it would be:—
\$9,000.00 = £827. 6. 8
500.00 = 45. 19. 3. 4
70.00 = 6. 8. 6
1.000 = 1. 10. 1
1.000 = 1. 1. 3
70 = 1. 9
1 = 1
£879.17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the *Daily Telegraph Office*, Price 5/6 per copy. Hongkong, 10th February, 1902. (172d)

EDUCATION: WEI-HAI-WEI SCHOOL.
AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines. Pupils prepared for the Public Schools, the Royal Navy, and for commercial life. Bracing climate. Healthy situation, facing South.
Next term begins February 21st. PRINCIPAL:—
HERBERT L. BEER, London University, L.C.P., *Supplies Island Water of Truro College, Cornwall.*
CHAS. E. BEER, London University, L.C.P., *Head of Queen Elizabeth's Grammar School, Blackburn, Lancs.*
4th January, 1902.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to add a new storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

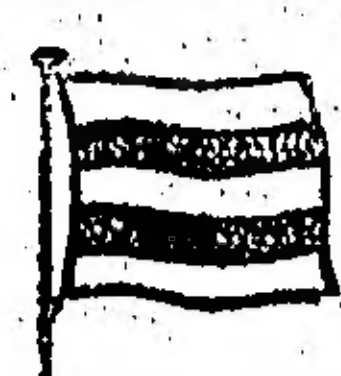
HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KIDNEYE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to BODWELL & Co., LIMITED, General Agents.
Hongkong, 28th January, 1902. (13)

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER, SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 44 & 46, Queen's Road Central. (17)

Hails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

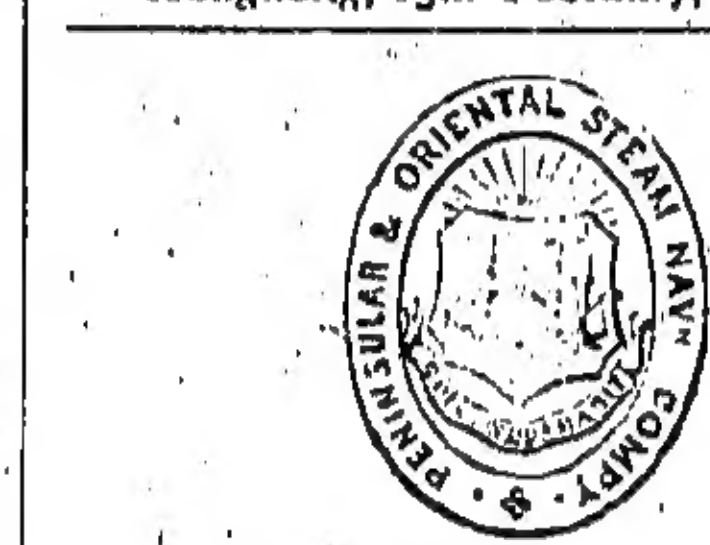
STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	KOBE and YOKOHAMA	TO-MORROW, 13th Feb., at 5 P.M.
F. L. Sommer	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Feb., at Daylight.
RINGO MARU	MOJI, KOBE and YOKOHAMA	MONDAY, 24th Feb., at Noon.
KAGOSHIMA MARU	VICTORIA, B.C. and SEATTLE	THURSDAY, 27th Feb., at 4 P.M.
KAGA MARU	U. S. A., via MOJI, KOBE and YOKOHAMA	THURSDAY, 27th Feb., at 4 P.M.
J. W. Ekstrand	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 27th Feb., at 4 P.M.
KASUGA MARU	KOBE and YOKOHAMA	FRIDAY, 28th Feb., at Daylight.
H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Feb., at Noon.
AWA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 28th Feb., at Noon.
W. Bainbridge		
KUMANO MARU		
E. W. Haswell		
MIKE MARU		
M. Yagi		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 13th February, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship "PARRAMATTA"

Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 1st February, 1902. (14)

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Duke of Fife	3,821	J. S. Cox	Feb. 22
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,502	J. Tanton	Mar. 15
Bramar	3,601	W. Watt	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KIDNEYE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to BODWELL & Co., LIMITED, General Agents.
Hongkong, 28th January, 1902. (13)

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER, SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 44 & 46, Queen's Road Central. (17)

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ON MONDAY, the 24th February, 1902, at 1 P.M., the Company's Steamship "SALAZIE" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 8th March, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 23rd February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 12th February, 1902. (1004c)

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

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For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 12th February, 1902. (1004c)

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 2 P.M., the 12th instant, will be landed at Consignees' risk and expense into Godowns at Last Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 11th February, 1902. (177d)

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIAN"	15th February.
CEBU AND ILOILO	"KATONG"	15th February.
MANILA	"OHANGSHA"	20th February.
SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRO, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"OHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DOE.
GLASGOW AND LIVERPOOL	"TYDEUS"	15th February, 1902.
"	"ANTENOR"	18th "
"	"CALHAS"	26th "
"	"NESTOR"	6th March, "
"	"DARDANUS"	12th "

HOMEWARDS.

FOR LONDON.

"IDOMENEUS"	18th Feb., 1902.
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	29th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"TANTALUS"	15th Feb., 1902.
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. (Incorporated in U.S.A.)

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th February.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 23rd February.
FOR FOCHOW	"ANPING MARU"	K. Suda	WEDNESDAY, 26th February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 12th February, 1902. [1379c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Mosca, will be despatched as above on TUESDAY, the 18th February, P.M.
This steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.
Hongkong, 28th January, 1902. [137d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 27th instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th February, 1902. [160d]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 14th instant, at Noon.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 13th February, 1902. [169d]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"DORMIDA,"

Captain Belsito, will be despatched as above TO-MORROW, the 14th instant, at Noon.
At BOMBAY, the Steamer is discharging in Victoria Dock.
For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.
Hongkong, 13th February, 1902. [180d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Geo. Payne, will be despatched as above on SATURDAY, the 15th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 11th February, 1902. [176d]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, the 28th February.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of goods is required.
Consular invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 24th January, 1902. [170d]

To be Let.

TO LET.

"THE KENNELS" MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th February, 1902. [188d]

TO LET.

GROUND FLOOR OF GODOWN No. 1, New Praya, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1902. [140d]

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [709c]

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD, GODOWNS AT BLUE BUILDINGS, GODOWNS AT CAUSEWAY BAY, facing the Polo Ground.
A HOUSE IN RIFON TERRACE.
"THE RETREAT" MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th January, 1902. [209c]

TO LET.

"CRAIGMIN WEST" MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th January, 1901. [264d]

TO LET.

GODOWN—No. 54, DUNDRELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [226c]

Intimations.

HONGKONG RIFLE ASSOCIATION.

ON SATURDAY, the 14th instant, there will be a SHOOTING COMPETITION over the 700 and 800 yards Ranges.
Subscriptions for the Long and Short Range Cups will be received on the Range.
Members are reminded that the Annual Subscription is now due and may be paid on the Range or sent to the Honorary Secretary, MOWBRAY S. NORTHCOTE, (Hon. Secretary).
Hongkong, 7th February, 1902. [31]

WANTED.

IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.
Apply to
"F.E.S."
C/o H.K. Telegraph Office.
Hongkong, 25th January, 1902.

TO BUSINESS GENTLEMEN.

BOARD AND RESIDENCE.

49, Pottingo Street, (Next Central Police Station).
CENTRAL POSITION, WELL FURNISHED ROOMS, BEST TABLE IN TOWN.
VACANCIES for a few Select Boarders.
Terms on application to the Managersess. N.B.—Mrs. BANYARD wishes to notify gentlemen that she has removed from Wild Dell to the above commodious premises.
Hongkong, 4th February, 1902. [125d]

NEW VICTORIA HOTEL.

ROTISSERIE, CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Maid & Porter, Proficiency.
Hongkong, 2nd September 1901. [958c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JEYES FLUID
SOAP
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 14th March, 1902.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAUPEL'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1906. [148d]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [26]

HONG SING.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [960c]

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other remedies have failed.
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAUD & Co., Paris. Sold by all Chemists.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour.
CELESTE BUREAU, British ship, Jolly—Order. HALEN H. W. VAN, American ship, Vanhook—Arnold, Karberg & Co.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1902. [25]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FRANKMANS' HALL, Zealand Street, on MONDAY, the 17th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 11th February, 1902. [181d]

RAILWAYS IN CHINA.

To engineers China, says *Engineering*, presents the most magnificent field that has ever been opened to them.

Yet in the first engineering need of China—railways—where are we, and what have we to show? Besides the Imperial railways of North China—a splendid record of British work (though a Chinese undertaking)—which we are apparently allowing ourselves to be bullied out of inch by inch and mile by mile—we can show nothing. The Pekin-Hankow Railway, the only open mileage of which was also built by British engineers, is in the hands of a Franco-Belgian syndicate with a distinct Russian backing; the concession for the Anglo-American extension of this from the Yangtze to Canton sold to the same Franco-Belgian syndicate.

The right of building railways in Shantung is in the hands of the Germans, by our own unsolicited gift. The short Chinese Imperial line—Tientsin to Chinkiang—is forgotten. The provision of railways to the Upper Yangtze Provinces is in the hands of the French; the Burma-China line persistently squashed; the various Yangtze Valley projects apparently as far from actualising anything as ever.

Nor is this wholly due to the present chaos in China, for the Russians, French and Belgians are at work and keeping their lines going. The interests of all these enterprises are firmly backed and furthered in every way by Continental Governments, who realise that such enterprises, though carried on in distant countries and by private companies, are of immense value to the countries whose nationals undertake them. Little as the English wish or care, as a rule, to rely on official help in their enterprises, yet so strong is the desire to out us from the coming harvest in China that by official help alone can we hope to maintain our rights there. This strong backing is needed if we are to acquire concessions, but it is also needed if we are to raise capital in this country for railways. If, for instance, we give up the Shan-hai-kwan New-chung Railway, or the siding ground at Tientsin, on any reasoning of Russia whatever, who in England will feel safe in investing a penny in any similar undertaking? But, given such protection in preserving common-right of property, there is no fear of the commercial results. Given a fully settled and peopled country, keen trading customs and interests well established, ample mineral and agricultural wealth, and the cheapest material and cheapest and most intelligent labour in the world, and there is little fear of dividends failing, but every certainty of their ample increase.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Ballaarat*, at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler, Messrs. E. Macauley, J. Ramsden. To Hongkong: Messrs. Whitlow, D. M. MacKenzie, Staff Sergeant and Mrs. J. Biles and 5 children, Sergeant and Mrs. W. Farmer. From Marseilles, Jan. 17.—To Yokohama: Messrs. C. E. Henderson, J. Worrall and Misses Worrall (3). To Shanghai: Messrs. Raiton, W. Cowan, Dr. A. Moore. To Hongkong: Messrs. C. M. Gordon, C. J. Barnes and F. P. Adams.

Per P. and O. steamer *Ceylon*, from London, Jan. 11.—To Shanghai: Mrs. Rowbotham and child. To Hongkong: Mr. and Mrs. Drayson, Messrs. S. Powell, D. Pemberton.

Per P. and O. steamer *Oceana*, connecting with the steamer *Oriental*, at Colombo, from London, Jan. 24.—To Yokohama: Misses Walford, Gore. From Colombo.—To Shanghai: Mrs. Meyer. To Hongkong: Misses Ewart, Charlton.

Per Messageries Maritimes steamer *Annam*, connecting with the steamer *Ernest Simon*, at Colombo, from Marseilles, Jan. 26.—To Yokohama: Mr. R. Pescio.

Per Norddeutscher Lloyd steamer *Klaitschow*, from Bremen, Jan. 9, and Southampton, Jan. 14.—To Yokohama: Miss E. Griffin, Messrs. Z. Yanda, W. R. Bennett, E. L. Dohson, Laurence, Tuckey and Playfair. To Hongkong: Dr. Cross, Mr. and Mrs. W. A. H. Moule, Miss M. E. Darley, Mr. A. D. Jones, Miss Wan, Dr. Kirkwood, Misses Gordon, Jackson, Vuillamy, Dopping, Heppenstall, Lamb, Mr. and Mrs. Melbye and child, Misses Morton, Bergin, Newman, Mr. and Mrs. Powell, Mr. and Mrs. Kingham, Mrs. Hall and child, Mrs. Makenham, and Mr. La Moigne.

Per Norddeutscher Lloyd steamer *Bayern*, from Bremen, Jan. 23, and Southampton, Jan. 28.—To China: Mr. McMahon, Mr. and Mrs. Mueller, Mrs. Jacques and child.

Shipping.

Arrivals.
AMARA, British steamer, 1,566 C. J. Mattock, 11th Feb.—Moji 7th Feb. General—Jardine, Matheson & Co.
AUSA, British steamer, 2,166, E. Robertson, 12th Feb.—Moji 7th Feb. General—Mitsui Bussan Kaisha.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 12th Feb.—Kutchinotzu 7th Feb. Coal—Jardine, Matheson & Co.
CHOWTAL, German steamer, 1,115, A. Miller, 12th Feb.—Bangkok 4th Feb. Rice—Butterfield & Swire.
SYDNEY, French steamer, 2,076, Riquier, 13th Feb.—Marseilles 12th Jan. and Saigon 9th Feb. Mails and General—Messageries Maritimes.
WING SANG, British steamer, 1,517, T. H. Sellar, 13th Feb.—Canton 12th Feb. General—Jardine, Matheson & Co.
HAKATA MARU, Japanese steamer, 3,816, F. L. Sommer, 13th Feb.—Singapore 4th Feb. General—Nippon Yusen Kaisha.
CANTON, British steamer, 2,104, C. F. Lockstone, R.N.R., 14th Feb.—London and Singapore 4th Feb. General—P. & O. S. N. Co.
ULYSSES, British steamer, 2,281, J. Edmondson, 14th Feb.—Singapore 4th Feb. General—Butterfield & Swire.
LOONGMOON, German steamer, 1,245, R. Schuldt, 14th Feb.—Canton 13th Feb. General—Siemens & Co.
PARRAMATTA, British steamer, 2,854, R. T. L. Cook, R.N.R., 13th Feb.—Shanghai 11th Feb. Mails and General—P. & O. S. N. Co.

Clearances at the Harbour Office.
Yuehsun, British str., for Manila.
Chiyen, American str., for Shanghai.
Rakon Maru, Japanese str., for Canton.
Pak Kong, British str., for Canton.
Holtien, German str., for Saigon.
Pelaya, British str., for Singapore.
Italian, French str., for Hobeow.
Wingsang, British str., for Swatow.
Braemar, British str., for Moji.
Hoi Ho, British str., for Canton.
Wongkok, German str., for Swatow.
P. C. C. Kiao, German str., for Bangkok.
Carl Diederichsen, German str., for Hobeow.
Chiyu Maru, Japanese str., for Ghefoo.
Rubi, British str., for Manila.

Departures.
Feb. 13, *Andalusia*, German str., for Shanghai.
Feb. 13, *Ness*, British str., for Moji.
Feb. 13, *Kyoto Maru*, Japanese str., for Moji.
Feb. 13, *P. C. C. Kiao*, German str., for Bangkok.
Feb. 13, *Sulberg*, German str., for Hobeow.
Feb. 13, *Monadnock*, American double-turret monitor, for cruise.
Feb. 13, *America Maru*, Japanese str., for San Francisco.
Feb. 13, *Sydney*, French str., for Shanghai, &c.
Feb. 13, *Haitong*, British str., for Swatow.
Feb. 13, *Pekin*, British str., for Singapore.
Feb. 13, *Yuenyang*, British str., for Manila.
Feb. 13, *Wongkok*, German str., for Shanghai.
Feb. 13, *Chiyen*, American str., for Shanghai.
Feb. 13, *Keshung Maru*, Japanese str., for Takao.
Feb. 13, *Braemar*, British str., for Moji.
Feb. 13, *Chiyu Maru*, Japanese str., for Chetow.
Feb. 13, *Quarta*, German str., for Bangkok.
Feb. 13, *Kiangsu*, American str., for Canton.

Passengers—Arrived.
Per *Sydney*, for Hongkong from Marseilles—Messrs. Daniel Brun, A. Weill, Misses H. Dignon and T. Delethe. From Singapore—Messrs. Pow-Ki Shun, F. Pollock, J. Devos and Haardt. From Batavia—Mr. Song Fjooan Hing. From Saigon—Messrs. W. Schwanborn, Kasawa, L. Van Quang, Ismail, J. Iapaneze and 4 Chinese. For Shanghai from Marseilles—Messrs. Bouillard, Soule, Mrs. Crawford Kerr, Miss Dudgeon, Messrs. H. Nimal, Kerkanou and Simon Kahn. From Port Said—Mr. and Mrs. Mercurin. From Djibouti—Mr. Machili. From Calcutta—Miss L. Iremowitch. From Singapore—Mr. E. Sandor. For Nagasaki—Mrs. Oden, Mr. Oroyo, and Mr. Ishimaru. From Marseilles for Yokohama—Mr. Jean Giot, Sisters Bocher, Schmid, Redec, Turmerie, Desseynes, Rignes, Sals, Messrs. Conteur, Brechier and Van Givet.
Per *Canton*, from London—Mr. and Mrs. Oliver and 3 children, Miss B. Goldin, and Lord Grant.
Departed.
Per *America Maru*, for Shanghai—Mr. J. Harding. For Nagasaki—Mr. and Mrs. Bandarinko and infant. For Yokohama—Comdr. P. Garst, U.S.N., and Dr. G. M. Mayers. U.S.N. For San Francisco—Mrs. Kuen Chai and infant, Mr. and Mrs. H. Hunt, Mrs. H. H. Johnston, Messrs. A. S. Merriett, Mr. and Mrs. F. E. Ross, A. S. Merriett, Mr. and Mrs. W. Maxwell, Miss S. Merriett, Mr. and Mrs. J. E. Eddley, W. C. Hunter, An Kirgiu and J. S. Hall.
Per *Yuenyang*, for Manila—Mrs. S. K. Rocks, Messrs. S. Alliston, F. Pollock and J. H. Byron.

SHIPPING REPORTS.

Captain C. J. Mattock of the steamship *Amara*, from Moji, reports—Strong N.W. winds from Moji to China coast, followed by fresh monsoon to Cape of Good Hope, reduced to light variable winds and smooth sea off port.
Captain T. A. Mitchell of the steamship *Fausang*, from Kutchinotzu, reports—From N.W. breeze and sea, weather clear but cloudy, and light to turnabout light to moderate monsoon with clear weather. Turnabout to Breaker Point strong monsoon, following sea and fine clear weather. Breaker to port, light N.E. breeze, slight sea and clear weather.

Captain Riquier of the steamship *Sydney*, from Marseilles and Saigon, reports—Left Marseilles on the 12th ult. with 165 passengers and a large cargo. From Marseilles to Singapore fine weather, after Singapore the weather became equally with heavy rain and sea. Arrived at Saigon on the 8th inst. at 1 a.m.; during the Tet holidays. In spite of the great difficulty for coaling the ship, left Saigon on the 9th at 1 p.m., from Saigon to Hongkong strong N.E. monsoon.
PASSED THE CANAL.
Outward—7th Jan.—Malaya, 14th Jan.—*Trieste*, Ulysses, Prim, Navarin, 17th Jan.—*Hakata Maru*, Arakawa, Katsuo, Zander, Kaitberg, 21st Jan.—*Dragonara*, Armenia, Tydeus, 24th Jan.—*Antenor*, 28th Jan.—*Ceylon*, *Glamorgan*, *Klaitschow*, *Oceanien*, *Maritima*.
Homeward—2nd Dec.—*Ceylon*, 20th Dec.—*Antenor*, *Marco Minelli*, 24th Dec.—*Tanaka*, 27th Dec.—*Jagan*, *Claverdale*, *Ajax</*

CHINA COAST METEOROLOGICAL REGISTER.

STATION.	HOUR.	BAROMETER	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wadivostock	2 p.m.	30.29	7	—	N	5	o
Tokio	"	—	—	—	—	—	—

Kohbi	10	—	—	—	—	—
Nagasaki	10	—	—	—	—	—
Ngoshima	10	—	—	—	—	—
Taihou	10	1 p.m.	30.32	—	E	6
Taichu	10	—	30.24	—	N	6
Tainan	10	—	30.28	—	N	6
Koshun	10	—	30.26	—	N	2
Pescadores	10	—	30.33	—	N	8

Sharp Peak	"	30.30	57	69	E	7	b.
Amoy	"	30.31	61	50	SE	4	b.

Swatow	"	30.35	64	—	E	2	a
Canton	"	30.32	72	62	NW	1	b
Hongkong	4 p.m.	30.32	65	40	WSW	1	b
Victoria Peak	"	—	—	—	WSW	1	—
Gap Rock	"	30.32	—	—	NNE	2	a
Macao	"	30.32	70	—	NNW	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	30.00	79	76	SE	1	o
Malate	3 p.m.	—	—	—	—	0	o
Bacolod	"	—	—	—	NE	3	c
Iloilo	"	29.95	81	—	NE	2	c
Cebu	"	29.98	81	—	N	2	c
Cape S. James	"	—	—	—	NE	2	o

13TH FEBRUARY, 1902, A.M.							
Wladivostock	7 a.m.	30.09	2	99.	NE	6	0
Tokio	6 a.m.	—	—	—	—	—	—
Kochi	31	—	—	—	—	—	—
Nagasaki	31	—	—	—	—	—	—
Kagoshima	31	—	—	—	—	—	—
Taihou	5 a.m.	30.42	—	—	—	—	—
Taichu	31	30.32	—	—	—	4	—
Tainan	31	30.31	—	—	N	6	—
Koshun	31	—	—	—	—	—	—
Pescadores	31	30.36	—	—	NE	10	—
Gutzlaff	9 a.m.	30.58	32	79	NW	6	bm

Sharp Peak	"	30.52	57	41	N	1	b
Amoy	"	30.44	53	54	N	3	b
Swatow	"	30.50	60	—	N	3	b
Canton	"	30.48	59	70	N	1	b
Hongkong	10 a.m.	30.45	61	17	N	3	b
Victoria Peak	"	—	—	—	NE	3	—
Cap Rock	"	—	—	—	NE	5	—
Ma	"	30.42	—	—	—	5	—

Macao	35.40	64	—	N	1	b
Haiphong	7 a.m.	—	—	—	—	—
Manila	10 a.m.	30.12	81	69	0	c
Malate	9 a.m.	—	—	—	2	o
Bacolod	"	—	—	E	0	c
Iloilo	"	—	—	NNE	3	b
Hilo	30.02	77	—	NE	2	c
Cebu	30.07	79	—	N	3	o
Cape S. James	7 a.m.	—	—	—	0	f

On the 13th at 11.32 a.m. The barometer has again risen in China. In the North depression seems to have passed from the continent into the Sea of Japan. The high pressure area still covers China. Fresh monsoon on the China coast, and strong monsoon in the China Sea. Forecast:—moderate N. to N.E. winds; fine.

F. G. FIGG,
First Assistant.

HONGKONG OBSERVATORY,
Thursday, 15th February, 1922.

PROJECTED SAILINGS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow & Amoy.	Maidzuru Maru.....	Mitsui Bussan Kaisha..	Feb. 19.
B'bay v. S'pore & C'mbo.	Mikie Maru	Nippon Yusen Kaisha..	Feb. 28, at noon.
B'bay v. S'pore & Penang.	Bornida.....	Carlowitz & Co.....	Feb. 14, at noon.
Bremen & Ports of Call.	Preussen	Melchers & Co.....	June 12, at noon.
"	Hamburg	"	Feb. 19, at noon.
"	Sachsen	"	Mar. 5, at noon.
"	Kiautschou	"	Mar. 19, at noon.
"	Bayern	"	April 2, at noon.
"	Stuttgart.....	"	April 15, 1902.
"	Koig Albert.....	"	April 30, at noon.
"	Princess Irene	"	May 14, at noon.
"	Prinz Heinrich	"	May 28, at noon.
Cebu and Iloilo	Knifong	Butterfield & Swire ..	Feb. 15.
F'chow v. S'tow & Amoy.	Anping Maru	Mitsui Bussan Kaisha..	Feb. 26.
Havre and Hamburg ..	Königsberg	Hamburg-Am'ka Linie ..	Mar. 27.
"	C. Fred. Loeiz.....	"	Feb. 26.

"	"	Anaulis	"	"	Mar. 15
"	"	Bambusa	"	"	April 10
"	"	Armenia	"	"	April 1
Japan	"	Kumano Maru	Nippon Yusen Kaisha.	"	at noon
Kobe and Yokohama	"	Awa Maru	Nippon Yusen Kaisha.	Feb. 28	at daylight
"	"	Hakata Maru	"	Feb. 14	at 5 p.m.
Liverpool	"	Tantalus	Butterfield & Swire.	Feb. 15	"
"	"	Tydeid	"	March 15	"
London	"	Idomenus	"	Feb. 18	"
"	"	Ajax	"	March 4	"
"	"	Ulysses	"	March 15	"
"	"	Antenor	"	March 29	"
"	"	Glenarry	McGregor Bros. & Gow.	Feb. 26	"
London & Ports of Call.	"	Parramatta	P. & O. S. N. Co.	Feb. 15, at noon	"
Manila	"	Osseta Maru	Mitsui Bussan Kaisha.	Feb. 17, at noon	"
"	"	Susquehanna	Butterfield & Swire	Feb. 15	"
"	"	Rubi	Shewan, Tomes & Co.	Feb. 14	at noon
"	"	Zafiro	"	Feb. 24	at 4 p.m.
Marseilles, Ports of Call	"	Salazie	Messageries M'times Co.	Feb. 24, at 1 p.m.	"
Marseilles, London, &c.	"	Oriental	P. & O. S. N. Co.	Mar. 29, 1902	"
"	"	Malta	"	April 12, 1902	"
"	"	Bingo Maru	Nippon Yusen Kaisha.	Feb. 22, at daylight	"
Mojo, Kobe & Y'haman.	"	Kagosima Maru	"	Feb. 24, at noon	"
Port Darwin, &c.	"	Changsha	Butterfield & Swire	"	"

Portland, (Or.)	Indrapura	Portland & Asiatic Co.	About Feb. 20.
San Diego & San P'co	Strathgyle	Butterfield & Swire	Feb. 28.
S. Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	April 3, at noon.
"	Hongkong Maru	"	Mar. 8, at noon.
"	China	Pacific Mail S.S. Co.	at noon.
"	City of Peking	"	Feb. 19, at noon.
"	Gaelic	Oriental & Austral S.S. Co.	Feb. 28, at noon.

Shanghai	Doric	P. & O. S. N. Co.	Mar. 25, at noon
Ballaarat			About Feb. 11

Singapore, Penang, & Ceylon ..	China ..	Sander, Wielder & Co.	Feb. 18, p.m.
Spore, Penang & Ceylon ..	Laisang ..	Jardine, Matheson & Co.	Feb. 15, at noon.
Sydney & Melbourne ..	Kasuga Maru ..	Nippon Yusen Kaisha.	Feb. 27, at 4 p.m.
	Guthrie ..	Sander, Wielder & Co.	Feb. 27, at noon.
Tamsui v. Amoy & S'low ..	Daijia Maru ..	Mitsui Bussan Kaisha.	Feb. 16.
	Daigi Maru ..	" "	Feb. 23.
Vancouver, v. Shanghai, &c.	Empress of Japan ..	Canadian P'ac R. Co.	Mar. 17, at noon.
" " "	Empress of China ..	" "	April 4, at noon.
" " "	Empress of India ..	" "	April 23, at noon.
" " "	Athenian ..	" "	Feb. 26, at noon.
" " "	Tartar ..	" "	April 16, at noon.
Victoria, B.C., &c.....	Duke of Fife ..	Dodwell & Co., Ltd....	Feb. 22.
" " "	Victoria ..	" "	Mar. 15.
" " "	Bismarck ..	" "	Mar. 22.
" " "	Tatoma ..	" "	Mar. 6.
Yokohama v. Shanghai & Kobe ..	Kaga Maru ..	Nippon Yusen Kaisha.	Feb. 27, at 4 p.m.
	Canton ..	P. & O. S. N. Co.	About Feb. 14.
	Trieste ..	Sander, Wielder & Co.	Feb. 16, at daylight.

50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail.
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suitable, except for subscribers in Europe or
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reports of local occurrences, and of mat-
ters of general interest.

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Literary matter, which must be properly
authenticated with the name and address of the
writer, should be addressed to the Editor.
Communications should be written on one side
of the paper only.Business communications should be addressed
to the Manager and not to individual
members of the staff.

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DAILY—\$30 per annum.

WEEKLY—\$15 per annum.

The rates per quarter, and per annum
proportional, viz:—

DAILY—\$7.50 per quarter; \$2.50 per month.

WEEKLY—\$3.25 per quarter; \$1.50 per month.

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charged for postage.The postage on the weekly issue to any part
of the world is 30 cents per quarter.Single Copies (Daily, ten cents; Weekly
twenty-five cents).

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medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
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ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

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6 ".....10 "

12 ".....25 "

No charge less than one dollar.

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Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

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FORBES (SKETCHING), F.R.S., for the
Hongkong Telegraph Company, Limited, at
the Printing Office of the Company, No. 50,
Queen's Road Central, in the city of Victoria,
Hongkong.

Post Office.

A Mail will close—

For Canton—Per *Honam*, to-morrow, the
14th instant, at 7.30 A.M.
For Singapore, Penang and Bombay—Per
Bombay, to-morrow, the 14th inst., at 11 A.M.
For Manila—Per *Rubi*, to-morrow, the 14th
instant, at 11 A.M.
For Macao—Per *Hongshan*, to-morrow, the
14th instant, at 1.15 P.M.
For Kobe—Per *Hopang*, to-morrow, the
14th instant, at 2 P.M.
For Saigon—Per *Holstein*, to-morrow, the
14th instant, at 3 P.M.
For Shanghai—Per *Loongmoon*, to-morrow,
the 14th instant, at 4 P.M.
For Canton—Per *Fatshan*, to-morrow, the
14th instant, at 4 P.M.
For Canton—Per *Hankow*, on Saturday, the
15th instant, at 7.30 A.M.
For Singapore, Penang and Calcutta—Per
Laisang, on Saturday, the 15th inst., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per
Parimala, on Saturday, the 15th instant, at
11 A.M.
For Shanghai—Per *Hongtang*, on Saturday,
the 15th instant, at 3 P.M.
For Manila—Per *Sungking*, on Saturday,
the 15th instant, at 5 P.M.
For Sandakan—Per *Hauwang*, on Tuesday,
the 18th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per
Hamburg, on Wednesday, the 19th instant, at
11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per *City of
Peking*, on Wednesday, the 19th instant, at
11 A.M.For Manila, Singapore, Port Darwin, Thurs-
day Island, Cooktown, Cairns, Townsville,
Brisbane, Sydney and Melbourne—Per *Chang-
sha*, on Thursday, the 20th instant, at 2 P.M.
For Europe, &c., India, via Tuticorin—Per
Salasta, on Monday, the 24th inst., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, U.C.—Per *Alhambra*,
on Wednesday, the 26th instant, at 11 A.M.RIVER STEAMERS, SCHOONERS,
AND LORCHES.*Fatshan*, British steamer, 1,425, Lossius, —
Hongkong, Canton, and Macao Steamboat
Co.
Honam, British steamer, 1,377, H. D. Jones, —
Hongkong, Canton, and Macao Steamboat
Co.
Powai, British steamer, 1,873, A. N. Patrick, —
Hongkong, Canton, and Macao Steamboat
Co.
Hankow, British steamer, 2,452, C. V. Lloyd, —
Butterfield & Swire.
Hol-leng, Chinese steamer, 409 tons, Captain
—, Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, — Tai
on Steamship Co.
Pah Kong, British steamer, — Kwong Wan S.S.
Co.
Kong Nam, British steamer, T. Austin, R.N.R., —
Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,955, W. E.
Clarke, — Hongkong, Canton and Macao
Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 1,41, G. F. Morrison,
R.N.R., — Hongkong, Canton and Macao
Steamboat Co.
Kianglung, Chinese steamer, 183, R. J. Mac-
Kenzie, — China Merchant Steam Navigation
Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, —
Hongkong, Canton and Macao Steam-
boat Co.
Saiman, British steamer, W. Dixon, — Hong-
kong, Canton and West River Steamboat
Co.

OPIUM QUOTATIONS.

Hongkong, 13th February.

To-day's quotations are as follows:—

BENGAL—New Patna@ \$910
Old Patna@ 920
New Benares@ 910
Old Benares@ 920 nom.
MALWA—New@ \$900/910
Last year's@ 920/40
2 1/2 years' old@ 920/30
3 1/2 years' old@ 930/40
Putter@ 940
PERSIAN—Superior drug was sold @ 600

VESSELS IN PORT.

ANNA, Austrian steamer, 1,317, R. Stuparich,
8th Feb.—Mojl 2nd Feb., Coal.—Doddwell
& Co., Ltd.
BAIKAL, Russian steamer, 717, Kashkin, 13th
Jan.—Manila 9th Jan., Ballast.—Order.
BOMBIDA, Italian steamer, 1,499, G. Belsito,
6th Feb.—Bombay 17th Jan., and Singa-
pore 29th, General.—Carlowitz & Co.
BRAEMAR, British steamer, 2,316, Wm. Watt,
4th Feb.—Tacoma via Ports 31st Dec.,
General.—Doddwell & Co., Ltd.
BYGONO, Norwegian steamer, 771, Th. Carlsen,
12th Jan.—Mauritius 10th Dec., and Singa-
pore 3rd Jan., Sugar.—Sander, Wieler &
Co.
CARL DIEDERICHSEN, German steamer, 774,
H. Bendixen, 6th Feb.—Haiphong 30th
Jan., and Mollah 5th Feb., General.—
Jensen & Co.
CHANGSHA, British steamer, 1,463, T. Moore,
6th Feb.—Kobe 31st Jan., and Mojil 3rd
Feb., General.—Butterfield & Swire.
CHIYO MARU, Japanese steamer, 1,240, Nos-
bahima 5th Feb.—Chefoo 28th Jan.,
General.—Chinese.
CHWNSHAN, British steamer, 1,282, F. E.
Ferris, 11th Feb.—Saigon 6th Feb., Gen-
eral.—Bradley & Co.
CITY OF PEKING, British steamer, 3,128, J. T.
Smith, 11th Feb.—San Francisco 10th
Jan., and Shanghai 9th Feb., Mails and
General.—P. M. S. S. Co.
DAPHNE, German steamer, 1,291, E. Schipper,
1st Feb.—Swatow 31st Jan., Ballast.—
Siemens & Co.
DORIS, Norwegian steamer, 965, K. Jacobsen,
6th Feb.—Mojl 2nd Feb., Coal.—Order.
ERICA, German steamer, 1,217, Zindel, 20th
Jan.—Singapore 12th Jan., General.—
Jensen & Co.
HANOI, British steamer, 1,355, S. Wilde,
27th Jan.—Swatow 26th Jan., General.—
Jardine, Matheson & Co.
HINSANG, British steamer, 1,537, P. M. B.
Lake, 6th Feb.—Mojl 31st Jan., Coal.—
Jardine, Matheson & Co.
HOTELIER, German steamer, 1,185, M. Ipland,
7th Feb.—Bailon 1st Feb., Rice—Kwong
Fai.
HOP SANG, British steamer, 1,351, H. Roop,
9th Feb.—Mollah 3rd Feb., Coal.—
Jardine, Matheson & Co.
KAIPO, British steamer, 1,221, G. H. Penne-
father, 7th Feb.—Cebu via Amoy 1st Feb.,
Hemp and Sugar.—Butterfield & Swire.

KEELUNG MARU, Japanese steamer, 1,034, K.

Sashimizu, 9th Feb.—Mojl 29th Jan., Coal.
—Mitsui Bussan Kaisha.

KEONGWAI, German steamer, 1,115, A. von

Riegen, 11th Feb.—Bangkok 2nd Feb.,
General.—Melchers & Co.KONG BEN, German steamer, 862, W. Möller-
mann, 7th Feb.—Bangkok 30th January,
General.—Butterfield & Swire.KVARYEN, Norwegian steamer, 1,576, J. Kanity,
5th Feb.—Mojl 30th Jan., Coals.—Butter-
field & Swire.LAI SANG, British steamer, 2,225, G. Payne,
8th Feb.—Calcutta 23rd Jan., and Singa-
pore 1st Feb., General and Opium.—
Jardine, Matheson & Co.MAUSANG, British steamer, 1,614, W. D.
Welsh, 30th Jan.—Sandakan 23rd Jan.,
Timber and General.—Jardine, Matheson,
& Co.NANSHAN, British steamer, 1,299, H. N. Holton,
6th Feb.—Sourabaya (Java) 24th Jan.,
General.—Bradley & Co.ORO, British steamer, 1,299, W. Smith, 5th
Feb.—Singapore 26th Jan., General.—
Doddwell & Co., Ltd.PEKIN, British steamer, 3,957, F. J. Fox, 11th
Feb.—Kobe 4th Feb., General.—P. & O.
S. N. Co.PELAWO, British steamer, 1,100, Prynn, 4th
Feb.—Philippines 1st Feb., Petroleum.—
Geo. McElin.PETRARCH, German steamer, 1,252, H. Uecker,
20th Dec.—Labuan 12th Dec., Sugar.—
Sander, Wieler & Co.RUBI, British steamer, 1,611, R. W. Almond,
8th Feb.—Manila 6th Feb., General.—
Shewan, Thomas & Co.SALAMANCA, British steamer, 883, J. H. Ander-
son, 16th Dec.—Mojl 9th Dec., Coal.—
Bradley & Co.SANDAKAN, German steamer, 1,374, A. Brand-
stetter, 7th Feb.—Sandakan via Paris 1st
Feb., Timber and General.—Melchers &
Co.SUNGKIANG, British steamer, 1,021, Outer-
bridge, 9th Feb.—Cebu 4th Feb., Sugar
and Hemp.—Butterfield & Swire.TAICHOW, German steamer, 326, W. Reher,
10th Feb.—Bangkok 27th Jan., Rice.—
Butterfield & Swire.TAI FU, German steamer, 1,065, I. Martens,
8th Feb.—Bangkok 31st Jan., Rice and
General.—Tung Kee.TAKSANG, British steamer, 977, W. P. Baker,
12th Feb.—Mojl 7th Feb., Coal.—Jardine,
Matheson & Co.TRITOS, German steamer, 1,030, H. Clausen,
11th Feb.—Saigon 6th Feb., Rice and
Rice-meat.—Kong Fat.TSINTAI, German steamer, 1,006, J. Sanders,
5th Feb.—Bangkok 28th Jan., Rice.—
Butterfield & Swire.TYR, Norwegian steamer, 1,418, D. W. Daniel-
sen, 12th Feb.—Mojl 6th Feb., Coals.—
Doddwell & Co., Ltd.YUNNAN, British steamer, 1,206, W. Benson,
9th Feb.—Barry 21st Dec., Coal.—Butter-
field & Swire.

Sailing Vessels.

DUNSLAW, British bark, 1,531, Nichol, 30th
Jan.—Cardiff 28th Aug., Coal.—Admiralty.HERZOK JOHANN ALBRECHT, German
schooner, 701, Andersen, 10th October,
Manila 6th Oct., General.—Master.IVY, American ship, 1,181, Stinton, 30th Jan.—
Modorol 15th Nov., Timber.—Order.LOTHAR, Italian bark, 678, Bazzoz, 24th Jan.,
Callao 10th Nov., Sugar.—Carlowitz &
Co.LUCIA, British bark, 640, A. Andersen, 19th
Jan.—Rajang (Borneo) 22nd Dec., Timber.—
Sander, Wieler & Co.MATOVA MARU, Japanese schooner, 121, Doch,
27th Jan.—Manila 20th Jan., Ballast.—
Master.NIOLA, Norwegian bark, 649, Cardain, 3rd
Jan.—Freemantle, Wash. and Australia
21st Oct., Sandalwood.—Order.NORNIA, German bark, 1,921, F. Rowehl, 18th
Jan.—Cardiff 23rd May, Coal.—E. A.
Trading Co.SIERRA MIRANDA, British ship, 1,740, A.
Macdonald, 2nd Feb.—Cardiff 25th Sept.,
Fuel.—Admiralty.VAL OF DOON, British bark, 669, J. Petersen,
16th Dec.—Rejang 18th Nov., Timber.—
Sander, Wieler & Co.WEST YORK, British bark, 706, W. S. Forster,
20th Dec.—Callao 10th Oct., Ballast.—
E. A. Trading Co.HIS BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, February 13th, 1902.

Alacrity, despatch vessel, 1,700 tons, 10 guns,
3,000 i.h.p., Comdr. S. E. Easkine, Hong-
kong.*Aldion*, 1st-class battleship, 12,900 tons, 13,500
i.h.p., 16 guns, Capt. W. W. Hewitt,
Hongkong.*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. W. Carey, Newchwang.*Arcturion*, 2nd-class cruiser, 4,300 tons, 10 guns,
5,000 i.h.p., Capt. J. Starin, Shanghai.*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500
i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,
Wei-hai-wei.*Astron*, 2nd-class cruiser, 4,300 tons, 7,000
i.h.p., 10 guns, Capt. C. J. Baker, Hong-
kong.*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p.,
12 guns, Capt. E. H. Bayly, C.B., en route
Singapore.*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns,
21,411 i.h.p., Capt. F. H. Henderson, C.M.G.,
Amoy.*Drumblie*, 1st-class gunboat, 710 tons, 1,300
i.h.p., 6 guns, Lieut. and Comdr. F. M.
Leach, Hongkong.*Britia*, 3rd-class cruiser, 1,700 tons, 6 guns,
1,600 i.h.p., Commander E. H. Martin,
Singapore.*Brimar*, 1st-class gunboat, 710 tons, 1,300
i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird,
Hongkong.*Cressy*, 1st-class cruiser, 12,000 tons, Capt.
Tudor, cruising.*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,
Capt. Wm. C. Pakenham, Singapore.*Elphinstone*, 1st-class cruiser, 5,600 tons, 11 guns,
8,000 i.h.p., Capt. R. H. S. Stokes, Hong-
kong.*Endymion*, 1st-class cruiser, 7,350 tons, 12,000
i.h.p., 12 guns, Capt. A. W. Page, C.M.G.,
cruising.*Esk*, coast defence gunboat, 365 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. W. Forbes, Chin-
kiang.*Fame*, twin screw, torpedo-boat destroyer, 360
tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr.
C. Mackenzie, D.S.O.*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns,
360 i.h.p., Lt. and Comdr. Betty Pownall,
Canton.*Glory*, 1st-class flagship, 12,500 tons, 16 guns,
13,500 i.h.p., Capt. A. Carter, Singapore.*Gothal*, 1st-class battleship, 12,900 tons, 13,500
i.h.p., 16 guns, Capt. L. Wins, Hong-
kong.*Hart*, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., in reserve.*Handy*, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Lieut. and Com-
dr. C. Hardy.*Hammer*, storeship, 1,640 tons, 800 i.h.p., Com-
dr. J. J. Davidson, Hongkong.*Janus*, torpedo-boat destroyer, 260 tons, 6 guns,
3,000 i.h.p., in reserve.*Ocean*, 1st-class battleship, 12,950 tons, 13,500
i.h.p., 16 guns, Capt. R. W. White, R.N.,
Frisco.*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns,
8,500 i.h.p., Capt. J. H. Burke, C.B., Hong-
kong.*Ottar*, torpedo-boat destroyer, 350 tons, 6 guns,
6,300 i.h.p., Lieut. and Comdr. C. P. Mansel,
Hongkong.*Phaon*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p.,
Comdr. A. H. Nicholson, Hankow.*Pigny*, 1st class gunboat, 750 tons, 6 guns,
1,200 i.h.p., Lt. and Comdr. A. H. Oldham,
Hongkong.*Pique*, twin screw, 2nd-class cruiser, 3,600 tons,
8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,
Hongkong.*Plover*, 1st class gunboat, 435 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. Watts Jones,
en route Singapore.*Rambler*, surveying ship, 583 tons, 650 i.h.p.,
Capt. Moore, Lt. Smyth, Hongkong.*Redoubt*, 1st-class gunboat, 805 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. C. F. Corbett,
Singapore.*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p.,
Lieut.-Comdr. G. G. Webster, West River.*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p.,
Comdr. A. W. Hamilton, Wei-hai-wei.*Sandpiper*, British river-gunboat, 85 tons, 2
guns, 240 i.h.p., Lt.-Comdr. M. Lockhart,
West River.*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p.,
Lieut. and Commander Dalgety, Yangtze.*Swift*, 2nd-class gunboat, 750 tons, 6 guns,
870 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.*Taku*, torpedo-boat destroyer, 250 tons, in
reserve, Hongkong.*Talbot*, 2nd class cruiser, 5,600 tons, 11 guns,
8,000 i.h.p., Capt. F. G. Stopford, Hong-
kong.*Tanar*, receiving ship, 4,600 tons, Commodore
Powell, C.B., Hongkong.*Terrible*, 1st-class battleship, 14,200 tons, 16
guns, 25,000 i.h.p., Capt. Percy Scott, C.B.,
Hongkong.*Tweed*, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., in Reserve Hongkong.*Waterwitch*, surveying ship, 620 tons, 450
i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.*Whiting*, twin screw, torpedo-boat destroyer,
601 tons, 6 guns, 6,000 i.h.p., in reserve.*Wivern*, coast defence ship, 2,750 tons, 4 guns,
1,000 i.h.p., in reserve Hongkong.*Woodcock*, river-gunboat, 150 tons, 2 guns, 550
i.h.p., Lieut.-Comdr. Watson, Kiukiang.*Woodlark*, river-gunboat, 150 tons, 2 guns, 550
i.h.p., Lieut.-Comdr. H. E. Hillman,
Yangtze.Torpedo-boats in Reserve Nos. 8, 35, 36, 37
and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain
Heinrich, Singapore.*Holland*, Dutch cruiser, 8 guns, 3,000 tons,
9,250 i.h.p., Capt. S. N. Symonds, Swatow.*Koningin Wilhelmina der Nederlanden*, Dutch
cruiser, 8 guns, 4,600 tons, 5,900 i.h.p.,
Capt. J. P. Rossmijn, Swatow.*Leopold*, Austrian cruiser, 1,600 tons, Captain
Müller, Saigon.*Liberal*, Portuguese gunboat, 558 tons, Comdr.
José da Cunha Lima, Macao.*Maria Theresa*, Austrian cruiser,